

U.S. Department of Transportation  
**U.S. Coast Guard**  
**LOCAL NOTICE TO**  
**MARINERS**



**FEBRUARY WEEKLY SUPPLEMENT**

NOTICE NUMBER 13/00

March 28, 2000

Boating Safety Classes or Information: 1-800-336-BOAT (2628)

\*\* INTERNET ADDRESS \*\*

<http://www.uscg.mil/d13/>

ISSUED BY: COMMANDER, THIRTEENTH COAST GUARD DISTRICT (oan)  
915 Second Avenue, Seattle, Washington 98174-1067  
Telephone (206) 220-7270 FAX # (206) 220-7285

**BROADCAST NOTICES TO MARINERS (BNMs)**

This Local Notice to Mariners (LNM) includes information concerning waterways in the Thirteenth Coast Guard District promulgated by the following broadcasts:  
BNM 0286-00 to 0298-00

LIGHT LIST REFERENCE: COMDTINST M16502.6, Light List Volume VI, 1999 Edition

**I. SPECIAL**

**33 CFR PART 165-**

**165.1310 STRAIT OF JUAN DE FUCA AND ADJACENT COASTAL WATERS OF NORTHWEST WASHINGTON – Makah Whale Hunting – Regulated Navigation Area -**

SEE (LNM) 09/00 FOR SPECIFIC DETAILS. A copy of this LNM can be obtained by the use of our internet address above.

**WASHINGTON - STRAIT OF JUAN DE FUCA –PORT ACCESS STUDY -**

The Coast Guard announces preliminary study recommendations of a Port Access Route Study which is evaluating the continued applicability of and the need for modifications to the current vessel routing measures in and around the Strait of Juan de Fuca and adjacent waters. The goals of the study are to help reduce the risk of marine casualties and increase vessel traffic management efficiency in the study area. Preliminary recommendations indicate that marine transportation safety can be enhanced through several modifications to the existing vessel routing system and limited regulatory changes. The Coast Guard solicits comments on the preliminary recommendations presented in this document so we can complete our Port Access Route Study.

Please see 65 FR 8917 for details of these preliminary recommendations. You may view all submitted documents relating to this study at <http://dms.dot.gov> docket number 4974. General questions relating to the submission of comments may be directed to the team leader, Mr. John Mikesell at (206) 220-7272.

**WASHINGTON – BRITISH COLUMBIA – COOPERATIVE VESSEL TRAFFIC SERVICE (CVTS) OFFSHORE ADVANCE REPORT – Changes –**

The following new items will be added to the required format of the CVTS Advance Report for West Coast Approaches to Juan De Fuca Strait, and the offshore approaches to northern British Columbia waters. Those vessels choosing to use the CVTS Advance Report to satisfy the various advance reporting requirements of Canada, the United States, and the State of Washington should include these new data elements commencing on 10 April 2000. PLEASE NOTE: The new reporting element contained in “MIKE” replaces the previous requirement contained in XRAY(2)(e).

ITEM:

- |          |  |
|----------|--|
| MIKE     | ISM, if applicable, and if any issued to the vessel:<br>1. What is the Name of the Issuing Authority?<br>2. ISM Safety Management Certificate:<br>a) What is the date of issue? and<br>b) What is the date of expiration?<br>3. ISM Document of Compliance:<br>a) What is the date of issue? and<br>b) What is the date of expiration? |
| NOVEMBER | Vessel MMSI Number;  |
| ROME0    | Have you tested your steering and propulsion (both ahead and astern) as required by regulation? <u>YES</u> or <u>NO</u> ;  |
| WHISKEY  | Ballast Water – Has your vessel:<br>1. Conducted open ocean ballast water exchange at least 200 Nautical Miles offshore since your last port of call? <u>YES</u> or <u>NO</u> ; and<br>2. Made the require notification and reports to Canada/ United States as applicable? <u>YES</u> or <u>NO</u> ;                                  |

## **I. SPECIAL (continued)**

### **WASHINGTON – PUGET SOUND – SOUND SIGNALS -**

The Coast Guard has discovered that certain models of fog detectors may not activate the sound signal if a failure of the fog detectors occurs. Below is a list of aids to navigation that have potential bad fog detectors:

<b>LLNR</b>	<b>Name</b>	<b>LLNR</b>	<b>Name</b>	<b>LLNR</b>	<b>Name</b>
16280	Ediz Hook Light	17400	Dofflemeyer Point Light	19790	Turn Point Light
16335	New Dungeness Light	17405	Olympia Shoals Light	19695	Lime Kiln Light
16400	Point Partridge Light	18035	Orchard Point Light	17090	Browns Point Light
16475	Point Wilson Light	18070	Point Glover Light	17125	Thea Foss Waterway Light
16495	Point Hudson Light	18080	Waterman Point Light	17215	Point Defiance Light
16500	Marrowstone Point Light	18085	Point Herron Light 12	16915	Alki Point Light
16550	Point No Point Light	18460	Mukilteo Light	19350	Burrows Island Light
16800	West Point Light	19265	Bellingham Brkwtr. Ent. Lt 2	19540	Iceberg Point Light 2
16980	Three Tree Point Light	17070	Robinson Point Light	19555	Cattle Point Light

Mariners are urged to exercise caution and report any discrepancies to the nearest Coast Guard Unit.

### **ALASKA - PACIFIC OCEAN - HIGH SEAS DRIFTNET (HSDN) ACTIVITY**

#### **Background:**

United Nations General Assembly (UNGA) Resolution 46/215 created an international moratorium on large-scale high seas pelagic driftnet fishing beginning January 1, 1993. This resolution established a worldwide moratorium on the use of driftnets on the high seas beyond any country's 200-mile limit. Additional information is available at the following Internet sites:

North Pacific Anadromous Fish Commission: <http://www.npafc.org/>

Earthtrust: <http://www.earthtrust.org/>

The United States government led the effort to ban driftnets on the high seas, and requests that mariners on the high seas be on the alert for such activity and report any suspicious vessels or net to the United States Coast Guard at 1-800-246-7236 or 1-510-437-3701.

The following field guide will enable the mariner or aviator to recognize characteristics common to all driftnet-fishing vessels and to immediately and accurately identify violators of the international moratorium on HSDN fishing.

#### **HSDN Fishing Vessel Characteristics:**

HSDN fishing vessels look and operate in ways very similar to longline fishing vessels. HSDN fishing vessels range from 120 to 200 feet in length and are typically in fair to poor condition. There are a number of characteristics that distinguish high seas driftnet fishing vessels from other types of fishing vessels:

- Net tube: the most distinguishing characteristic of HSDN fishing vessels is the presence of a large, usually white tube, which extends from the working deck to the net bin aft. This pipe is about two feet in diameter, runs along the port or starboard side of the superstructure, and is clearly visible from both the surface and air.
- Net bin: After the net is retrieved and the catch is sorted on the working deck, the net is passed through the net tube back to the net bin. While longline fishing vessels have a similar structure in which line is stored, most HSDN fishing vessels will have some sort of structure aft in which the nets are stored.
- Net spreader: As the net is deployed, it is passed over a triangular or roller net spreading device, which prevents the net from becoming entangled as it enters the water. While only visible from the stern, this is one characteristic, which clearly distinguishes a HSDN fishing vessel from a longline or other fishing vessel.
- Extra net: HSDN fishing vessels typically carry excess nets and usually store them on the weather decks. The extra nets are stored in white sacks and can be stacked or strewn about the decks.
- Extra floats/transponders: These are also stored on the weather decks. Driftnets are marked every quarter mile by a marker with a flag and transponder approximately 4-6 feet tall.
- Markings: Occasionally, HSDN fishing vessels will attempt to conceal their name or nationality. However, most sail with the vessel name clearly identified on the bow and stern.
- Flag: There have been no recorded instances of Japanese or Korean vessels involved in HSDN fishing since the UN Moratorium was enacted, as both countries implemented extensive vessel buyback programs. However, Taiwan has continued to be involved in HSDN fishing through various re-flagging schemes. Most HSDN fishing vessels are Taiwanese-operated, but are Chinese-flagged, stateless, or operate under a flag of convenience. Within the last two years, Russian flagged vessels have been detected and apprehended conducting HSDN operations.

When the net is in the water, it is marked approximately every quarter mile with circular and radio beacons with flags and whip antennae spaced periodically throughout the set. In addition, the net itself is usually marked with a series along the surface, which have been compared to swimming pool lane markers. Other types of floats have also been used, including larger spherical floats about 2-3 feet in diameter.

The presence of floats and markers does not necessarily indicate driftnet activity on its own. Longline gear has been mistaken for driftnet gear in the past.

In recent years, HSDN activity has been detected in the area bounded by the Japanese, Russian, and U.S. EEZ to the West and North, by 40 degrees north latitude to the South and 173 degrees east longitude to the East (see chartlet). This area lies on the great circle routes for many ports, so it is possible mariners in this region may encounter HSDN vessels or deployed gear, especially between April 1<sup>st</sup> and September 30<sup>th</sup>. In addition, other areas of the North Pacific outside of this region are of interest, as vessel s may be engaged in targeting squid and tuna, especially in warmer waters.

HSDN fishing vessels may or may not avoid merchant vessel traffic. While HSDN fishing vessels targeting salmon operate in a region of heavy shipping traffic, there have been very few reports of HSDN fishing from merchant vessels. It is unknown as to whether they deliberately attempt to remain far enough away so as not to be identified, or if they operate under the assumption that most shipping activity does not recognize this form of fishing as illegal activity.

Fishing methods: HSDN fishing vessels typically set their nets either in late afternoon or early morning as they try to let the nets soak during dawn or dusk, as fish rise to the surface layers to feed. The vessels will then drift throughout the day or overnight while the nets soak for approximately 6 hours, and then retrieve the nets. The nets are often hauled in by means of a powerful deck winch or power block. While the nets soak, HSDN fishing vessels will typically remain nearby and may drift with the nets.

Public information on HSDN vessels and activity will greatly assist the U.S. Coast Guard's efforts to enforce the United Nations moratorium against HSDN fishing. Sighting reports should be made to the following U.S. Coast Guard Command Centers as soon as possible after initial contact to facilitate investigation. Information particularly useful includes detailed description of the vessel and activity, position and photographs.

- Honolulu, HI: 1-800-331-6176
- Juneau, AK: 1-907-463-2000
- Alameda, CA: 1-800-246-7236

## **I. SPECIAL (continued)**

**WASHINGTON – PUGET SOUND – ADMIRALTY INLET – Dive Operations –**

Dive operations will be conducted within the southbound traffic lane of Admiralty Inlet at 48°09.3'N, 122°44.4'W. These operations will occur on 31 March, 28 April, 26-27 May, and 23-24 June 2000, and be performed during daylight hours. The dive platform will display the international dive flag (Alpha flag), and monitor VHF-FM Channels 5A, 13, and 14. Mariners are urged to exercise caution while transiting the area.

Chart 18464

**OREGON – DEEP WATER DATA BUOY –**

The National Oceanic and Atmospheric Administration has deployed a data buoy in approximate position 42°54.2'N, 130°54.6'W. The physical description of the data buoy is orange and white disk, 10 ft wide, 12 ft tall, showing a Fl W (3) 20s. This data buoy is scheduled to remain for approximately one year.

**OREGON. Cable Laying Operations –**

Cable laying operations will commence on or about 14 April 2000. The cable ship VERCORS and the tug STACEY FOSS will be engaged in these operations. Cable laying will begin at Nedonna Beach, Oregon 46°38.6'N, 124°58.4'W and continue to 45°30.0'N, 124°24.0'W then to the Hawaiian archipelago. The vessels will have restricted maneuverability during these operations.

**OREGON – WASHINGTON – COLUMBIA RIVER – BRIDGE INFORMATION – INTERSTATE 5 BRIDGES AT VANCOUVER AND PORTLAND –**

A barge will be anchored upstream of Pier 4. This barge and others may be in place until the bridge painting project is completed near the end of October 2000. At least two other barges will be added in April to work on spans 5, 6, and 9. The vertical lift spans are scheduled to be closed for painting the south lift tower of the northbound bridge starting in July, for about 60 days. This closure, like that of last year, will coincide with annual low water on the Columbia. Updates will follow in this publication.

Charts 18524 and 18527

**WASHINGTON – LAKE WASHINGTON SHIP CANAL – Bridge Information – Revision from LNM 12/00 -**

The requirement for five-hour notice for double-leaf of the Montlake Bridge is extended from 31 March through 07 April 2000. This applies to all hours of day and night. Single-leaf openings will be provided for the passage of vessels according to the normal operating schedule. This extension is for the completion of seismic retrofit of the structure. Chart 18447

**OREGON - CAPE SEBASTIAN TO HUMBURG MOUNTAIN - COOS BAY - WATERWAYS ANALYSIS - Request for comments -**

The Coast Guard is conducting a Waterways Analysis and Management System (WAMS) study for Coos Bay Main Channel from Approach Lighted Whistle Buoy K (LLNR 615/8730) to the McCullough Bridge. Users of this waterway are encouraged to participate in the study by contacting LT Steve Wheeler at (206) 220 7274 to obtain a questionnaire. Comments are requested on or before March 31, 2000 attn: WAMS/LT Wheeler.

**WASHINGTON - OREGON – LOWER COLUMBIA RIVER – Dredging Range Structure Removal -**

The U.S. Army Corps of Engineers, Portland District has commenced phase one of the removal of Corps owned dredging ranges in the Columbia River between River Mile 24 and River Mile 60. Structures that are located in water will have their range lights, range boards and associated hardware removed. However, the main piling structure will remain in place until further notice. Structures that are located on shore will be removed in their entirety. Completion of phase one is approximately August 20, 2000.

**WASHINGTON – GRAYS HARBOR – POINT CHEHALIS REACH – Dredging Operations –**

Dredging operations will commence 03 April and continue until 15 June 2000 at the outer crossover channel of Point Chehalis South Reach. These operations will be conducted 24 hours per day. The hopper dredge WESTPORT and the towboat GLADYS M will be on scene during dredge operations. VHF-FM Channels 16, 13, and 66 will be monitored by both vessels. Disposal areas include: South Jetty disposal site, and Half Moon Bay nourishment site.

Chart 18502

**II. DISCREPANCIES - DISCREPANCIES CORRECTED**

THE FOLLOWING AIDS TO NAVIGATION ARE NOT WATCHING AS ADVERTISED IN THE LIGHT LIST VOLUME VI, THIRTEENTH DISTRICT SECTION:

Highlighted text denotes new discrepancy since last LNM.

NOTE: Mariners are cautioned that portions of missing structures may remain.

**FEDERAL AIDS**

<b><i>LL #</i></b>	<b><i>Aid Name</i></b>	<b><i>Status</i></b>	<b><i>Chart</i></b>	<b><i>BNM</i></b>	<b><i>LNM</i></b>
688	NOAA DATA LIGHTED BUOY 46029	MISSING	18520	0072-00	03/00
8915	JARVIS LOWER RANGE A REAR LIGHT	EXTINGUISHED	18587	0294-00	13/00
9935	CLATSOP SPIT LIGHTED BELL BUOY 8	MISSING	18521	0298-00	13/00
13027	UNION PACIFIC RAILROAD RACON	INOPERATIVE	18542	0271-00	12/00
15735	GRAYS HBR N CHNL RANGE D FRONT LT	DESTROYED	18502	1071-99	50/99
17770	SISTERS ROCK LIGHT 4	SOUTH DAYBEACON MISSING	18441	0163-99	06/99
19345	DENNIS SHOAL BUOY 16	OFF STATION	18427	0286-00	13/00
19350	BURROWS ISLAND LIGHT	RED SECTOR OBSCURED	18427	0202-00	09/00

**PRIVATE AIDS**

<b><i>LL #</i></b>	<b><i>Aid Name</i></b>	<b><i>Status</i></b>	<b><i>Chart</i></b>	<b><i>BNM</i></b>	<b><i>LNM</i></b>
18470	GEDNEY ISLAND FISH REEF BUOY A	MISSING	18444	0107-99	05/99
19360	SKYLINE MARINA LIGHT 1	EXTINGUISHED	18427	0440-99	18/99
19377	HUNTER BAY AQUACULTURE LB (2)	MISSING	18429	0949-99	46/99

THE FOLLOWING AIDS TO NAVIGATION DISCREPANCIES HAVE BEEN CORRECTED SINCE THE LAST LOCAL NOTICE TO MARINERS:

**FEDERAL AIDS**

<b><i>LL #</i></b>	<b><i>Aid Name</i></b>	<b><i>Status</i></b>	<b><i>Chart</i></b>	<b><i>BNM</i></b>	<b><i>LNM</i></b>
NONE					

**II. DISCREPANCIES - DISCREPANCIES CORRECTED (Continued)**

THE FOLLOWING AIDS TO NAVIGATION DISCREPANCIES HAVE BEEN CORRECTED SINCE THE LAST LOCAL NOTICE TO MARINERS:

**PRIVATE AIDS**

<b><i>LL #</i></b>	<b><i>Aid Name</i></b>	<b><i>Status</i></b>	<b><i>Chart</i></b>	<b><i>BNM</i></b>	<b><i>LNM</i></b>
NONE					

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Thirteenth Coast Guard District



Comments are requested on or before 14 April 2000 Attn: Mr. John Barberi.

**WASHINGTON – PADILLA BAY – Light Color Change –**

The Coast Guard proposes to change Williams Point Light (LLNR 19018) to Williams Point Light 3 (LLNR 19018) showing a flashing green light every 6 seconds (Fl G 6s) with square shaped green dayboards. This change is considered necessary to conform with the lateral system of navigation in the area.  
Charts 18440, 18421, 18423, 18424

Comments are requested on or before 14 April 2000 Attn: Mr. John Barberi.

**WASHINGTON – WILLAPA BAY – Light Information –**

The Coast Guard proposes to remove the higher intensity beam down channel on Toke Point Light 3 (LLNR 15230) and reduce the nominal range from 6 to 5 nautical miles. This change will provide a more standard intensity and safely mark the channel.  
Chart 18504

Comments are requested on or before 14 April 2000 Attn: Mr. John Barberi.

**WASHINGTON – STRAIT OF JUAN DE FUCA – Rosario Strait – Sector Light Discontinuance –**

The Coast Guard proposes to discontinue the red sector on Burrows Island Light (LLNR 19350). The sector is not considered necessary for safe navigation in the area. Williamson Rocks are marked to the south by a lighted gong buoy and Dennis Shoal is marked on the west side by a buoy.  
Chart 18421, 18423, 18427, and 18429

Comments are requested on or before 28 April 2000 Attn: Mr. John Barberi.

**OREGON – COQUILLE RIVER ENTRANCE –Range Light Information –**

Due to background lighting, the Coast Guard proposes to change the color of Coquille River Entrance Range Front and Rear Lights (LLNR 8690/8695), from red to white.  
Chart 18588

**VII. GENERAL**

REFER TO LOCAL NOTICE TO MARINERS 09/00 FOR CURRENT INFORMATION.

**VIII. CORRECTIONS TO THE LIGHT LIST, VOLUME VI; PACIFIC COAST AND PACIFIC ISLANDS 1999:**

An asterisk \*, indicates the column in which a correction has been made or new information added.

(1) No.	(2) Name and location	(3) Position	(4) Characteristic	(5) Ht	(6) Rng	(7) Structure	(8) Remarks
QUEEN CHARLOTTE SOUND TO DIXON ENTRANCE							
935	Cape St. James Light	51 56.2	Fl W 5s	315	14	Mast.	
	(C)	131 00.9			*	*	*
940	FLATROCK ISLAND LIGHT	52 06.5	Fl W 6s	81	6	Square skeleton tower.	
	(C)	131 10.0		*	*	*	
945	TASU SOUND LIGHT	52 45.0	Fl (3) W 12s	27	6	Square skeleton tower.	
	(C)	132 05.7	0.5s fl 2.0s ec 0.5s fl 2.0s ec 0.5s fl 6.5s ec	*	*	*	*
950	DAVIDSON POINT LIGHT	52 44.5	Fl W 6s	122	7	White circular tower.	
	(C)	132 06.7		*	*	*	
955	TCENAKUN POINT LIGHT	53 09.1	Fl W 4s	91	6	Square skeleton tower.	
	(C)	132 35.0		*	*	*	

**VIII. CORRECTIONS TO THE LIGHT LIST, VOLUME VI; PACIFIC COAST AND PACIFIC ISLANDS 1999: (continued)**

An asterisk \*, indicates the column in which a correction has been made or new information added.

(1) No.	(2) Name and location	(3) Position	(4) Characteristic	(5) Ht	(6) Rng	(7) Structure	(8) Remarks
QUEEN CHARLOTTE SOUND TO DIXON ENTRANCE							
960	MARBLE ISLAND LIGHT	53 12.1	Fl W 6s	113	6	Square skeleton tower.	
	(C)	132 40.1		*	*	*	*

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965	FREDERICK ISLAND LIGHT	53 56.3 133 11.8 (C)	Fl W 6s	55	6	Square skeleton tower.	
					*	*	*
970	HIPPA ISLAND LIGHT	53 32.7 133 00.6 (C)	Fl W 4s	103	6	Square skeleton tower.	
				*	*	*	*
975	IPHIGENIA POINT LIGHT	54 11.4 133 00.7 (C)	Fl W 6s	31	6	Square skeleton tower.	
		*		*	*	*	*
980	LANGARA POINT LIGHT	54 15.4 133 03.5 (C)	Fl W 5s	160	8	Octagonal tower.	Visible from 055° to 265°. Emergency light. Horn: 1 blast ev 60s (6s bl).
				*	*		*
STRAIT OF JUAN DE FUCA							
16140 770	Carmanah light	48 36.7 124 45.0 (C)	Fl W 5s	182	22	White octagonal concrete tower.	Emergency light. HORN: 3 blasts ev 60s (2s bl-3s si -2s bl-3s si-2s bl-48s si).
					*		*
16180	San Juan Point Light	48 31.9 124 27.4 (C)	Fl R 5s	55	12	White circular tower with red band at top on a white rectangular building.	
					*		*
16195	Sheringham Point Light	48 22.6 123 55.2 (C)	Fl G 15s	72	20	White hexagonal tower.	
					*	*	*
16210	WHIFFIN SPIT LIGHT	48 21.5 123 42.7 (C)	Q W	22	7	White circular tower with green band at top on a white rectangular building.	Horn: 1 Blast ev 30s (3s bl). Operated only on request to Vancouver Coast Guard Radio.
		*		*	*	*	
16221	Race Rocks South Cautionary Lighted Buoy VF	48 14.1 123 31.9 (C)	Fl Y 4s			Yellow.	Ra ref.
							*

#### IX. ADDITIONAL ENCLOSURES:

NONE

If you have any questions, comments, or need additional information concerning this or other LNMs or the LNM Mailing List (e.g. additions, deletions, corrections) contact the address or phone number on the front page.

W. T. DEVEREAUX  
Commander, U.S. Coast Guard  
Chief, Aids to Navigation & Waterways Management Branch  
Thirteenth Coast Guard District  
By direction of the District Commander

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Thirteenth Coast Guard District

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Coast Pilot Change:

Publication--National Ocean Service--U.S. Coast Pilot 7, Pacific Coast: California, Oregon, Washington, and Hawaii, 1997 (31st Edition. Change No. 29.

Coast Pilot 7 31<sup>st</sup> 1997 Corrections

Page 120-Paragraph 2778, line 1; read:

32°41'12.5"N., 117°07'00.6"W. (Point A), for a place of ...  
(33 CFR 165.1102)

Page 122-Paragraph 2837, read:

32°41'34.2"N., 117°13'58.5"W.  
(33 CFR 165.1108)

Page 185-Paragraph 489, lines 1-4; read:

In August 1998, the controlling depth was 31 feet (35 feet at midchannel) in the entrance channel and 32 feet in the basin, thence 33 feet in the E extension and 31 to 33 feet in the N extension, except for lesser depths in the N and NW ends. The ...

(BP 166071)

Page 228-Paragraph 313, lines 4-6; read:

knowledge before transiting the channel. Three bascule bridges, operating simultaneously, with a minimum clearance of 20 feet at the S side of the draw, cross the channel at its E

end. The bridgetender for the San Leandro Bay bridges at Alameda monitors VHF-FM channel 16, and works on channel 9; call sign: WHX 870, Bay Farm Island Bridge. (See **117.1 through 117.59 and 117.193**, chapter 2, for ...  
(CL 61/2000; CL 437/98)

Page 235-Paragraph 374, lines 6-9; read:

1997, the midchannel controlling depth in the entrance channel was 7 feet to the mouth of the creek; thence in December 1997, the midchannel controlling depth was less than 1 foot from the mouth of the creek to the turning basin about 400 feet below the Grand Avenue Bridge. The controlling depth was 2 feet within the ...

(BPs 164497-99; BP 163553)

Page 290-Paragraph 74, lines 1-3; read:

In October-December 1999, the controlling depth was 8 feet (9 feet at midchannel) from the entrance to the Port of Ilwaco mooring basin. In 1980, depths in ...

(BP 169883; BP 170060)